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SOUTH

CAROLINA

AVIATION NEWSLETTER



STATE DOCUMENTS

SOUTH CAROLINA AERONAUTICS COMMISSION, Box 1769, COLUMBIA, SOUTH CAROLINA 29202

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Vol. 25

WEATHER BRIEFING SEMINAR



BRIEFERS IN CLASS

Weathers briefers from Flight Service Stations in South Carolina and Savannah attended a two-day seminar on November 5 and 6 at the National Weather Service Forecast Office in Columbia.

The prime purpose of the seminar was to provide training in the latest briefing techniques. Presentations were made by: John Cureton,



Chief and Frank Kelley, Accident Prevention Specialist of the Columbia FAA GADO office. John Purvis, MIC, Milton Brown, Jim Rowe and Ed Paquet, Forecasters, NWS Columbia. Brian Stone, Weather Service Specialist, NWS Charleston, S.C.

The following Pilot Weather Briefers were in attendance: Joyce McCarthney, William Fish, Donald Kelley, John Crittendon of the Anderson FSS. George Phetteplace, Charleston FSS. Roger Leadbeter, David Townley, North Myrtle Beach FSS. Ken Thornal, Florence, FSS. Harold Abercrombie, Greer-Spartanburg FSS. Daniel Wester, Savannah FSS. Jerry Harrison, Michael Koziana of the NWS Columbia.

Material during the seminar included Weather Related Aircraft Accidents, the best use of all available pilot weather briefing material received via teletype and facsimile. The interpretation and use of radar information was covered in detail. Potentially hazardous weather patterns typical to S.C. were covered also aircraft icing and turbulence was discussed.

Pilots are encouraged to pass on to FAA and NWS Pilot Weather Briefers any suggestions that might improve the Pilot Briefing Program.

#### INSTRUCTOR OF THE YEAR

Recommendations for Flight Instructor of the year should be received by the GADO before December 31, 1974. This award gives recognition to flight instructors who have made outstanding contributions to air safety through their flight instructing practices. Entry blanks may be obtained from the GADO.

#### BEAUFORT COUNTY AIRPORT

Wilbur Smith and Associates has been selected by the Beaufort County Council to conduct an Airport Master Plan study of Beaufort County Airport. The study, which will establish requirements for adequate aviation service for the northern part of Beaufort County for the next 20 years, has recently been authorized by the Federal Aviation Administration. During the study, the utility of the existing Beaufort County Airport near Frogmore will be determined. Relocation of the county airport to another site will be considered. The final report is expected by early October of 1975.

continued on page 3



continued from page 2...The study is sponsored by the Beaufort County Council in cooperation with the South Carolina Aeronautics Commission and the Federal Aviation Administration.

Should the existing site prove inadequate for future needs, the study will include evaluation and analysis of potential joint use of the Marine Corps Air Station, Beaufort and Page Field on Parris Island, as well as new site development. The environmental impact of any such move will be carefully evaluated.

Based on a thorough inventory of the existing physical facilities, surrounding airspace, the present usage of the County Airport, and on state, regional, and national trends in aviation, the need for expansion of the existing airport of shifting to another site will be determined. For whichever site is selected, the airport layout plans will establish the configuration of runways, taxiways, aprons, and areas for terminal facilities to meet projected aviation demands for the next 20 years.

#### BETTER UTILIZATION OF EXISTING AIRPORTS

NASA's Langley Research Center is engaged in a major research effort to develop safer aircraft and improve air terminal operations. One of the current research programs is directed toward some of the Problems of aircraft terminal areas for the 1980 to 2000 time period. The Program's goals are to reduce noise in the neighborhood communities, enhance airline approach and landing safety, reduce fuel consumption, and significantly increase the capacity of airports especially in low visibility conditions. This effort to improve airport capacity becomes increasingly significant given the very difficult it not impossible task of acquiring sites and building new airports.

#### AVIATION FILMS FOR LOAN

Many airport managers spend a good deal of time these days talking to local groups and clubs about aviation topics. If you find yourself in this ever-increasing group, there is assistance available to insure an effective presentation. The FAA Films specifically on airports include: "Airport in Perspective", "Airports Mean Business", "It Pays To Stay Open", and "Can We Have A Little Quiet, Please?". Loan details and further information are available by writing FILM LIBRARY, AAC-44E, FAA, P.O. Box 25082, Oklahoma City, Oklahoma 73125.



## THE AVIATION MECHANICS REFRESHER CLINIC

The AOPA Air Safety Foundation and the Federal Aviation Administration and the South Carolina Aeronautics Commission are pleased to announce a two-day workshop seminar for airframe and powerplant maintenance technicians of all skill and experience levels to be held at The Ramada Inn Columbia, South Carolina March 1 & 2, 1975.

The Aviation Mechanics Refresher Clinic (AMRC) was developed and structured especially for the A & P mechanic to provide him with current information regarding General Aviation maintenance, repair, and servicing requirements and recommendations originating from government and industry sources. Mandatory and suggested changes and/or modifications for a wide variety of makes and models of General Aviation aircraft and their associated components will be identified and discussed in detail by FAA and cognizant manufacturers' maintenance representatives during each of these seminars.

The AOPA Air Safety Foundation has long felt that a concentrated program such as the AMRC, would be extremely beneficial in helping to establish a vital link between the FAA, the manufacturer, and the A&P mechanic through **which** more reliable communications and better understanding could be achieved. In far too many instances, the **mechanic** fails to get the word on new requirements and **recommendations** from both government and industry. In **some** cases, the lack of vital information in the hands of the mechanic, when and where it is needed, has proven to be costly--not only in dollars and cents, but in terms of human lives as well. We believe that the AMRC program, as it develops and expands, will substantially reduce this "communications gap" by making all available current information easily accessible to the individual mechanic in a relaxed, informal atmosphere, where ample opportunity is provided for questions and answers on specific maintenance and repair problems.

In order to insure that every interested person has an equal opportunity to attend the Aviation Mechanics Refresher Clinic, we have kept the tuition fee to an absolute minimum --\$35.00 per person, including all course material.



## WINTER "WHOAS"

That time of the year when nature, or more specifically weather, can't seem to determine what it will do for us has arrived. Drizzle, rain, freezing rain, sleet, snow and low ceilings are general throughout the area in various locations and should be a deterrent to the VFR pilot. Moisture in the air may be freezing aloft or only from a few hundred feet up down to the surface. Aircraft flying into these areas suddenly exhibit strange and unusual flight characteristics for which there is very little cure. This condition is known as ice accumulation and may create such an overweight condition that the aircraft may not remain airborne. A buildup on the leading edge of the wing is going to destroy some or all of the lift created by the wing unless it can be removed immediately. This ice affects the flight characteristics causing a higher stalling speed and limiting the maneuverability of the aircraft. Common sense should warn every pilot that these are conditions that can't be tolerated. Icing can happen in any flight through liquid water clouds or snow when the temperature is near or below freezing. If ice has collected on the aircraft, avoid maneuvers that will increase the wing loading and remember that fuel consumption will increase because of increased drag and additional power required.

Carburetor ice is another problem and can occur in temperatures from 14 degrees F to 77 degrees when the moisture content in the air is high. Carburetor ice is noticed by a drop in manifold pressure or a loss of engine RPM and subsequent roughness of the engine. Supervision of the gauges will warn the pilot prior to engine roughness or total stoppage and carburetor heat should be applied. Do not operate continuously with carburetor heat unless you have a carburetor temperature gauge to monitor the temperature and keep it in a safe range.

A cold cabin prompts the use of the aircraft heater, which is a shroud placed around the outside of the exhaust muffler and the heated air is piped into the cabin. A leak in the muffler allow carbon monoxide to seep into the cockpit and is generally undetected until too late. Because of this danger, it is imperative to have a complete



inspection of the exhaust and heating system by a competent mechanic. A small disc of carbon monoxide detector that changes color if carbon monoxide is present is available from most FBO's and is mounted in the cabin area for continuous detection of this hazard.

If you must fly during potentially icing weather, remember that snow, frost or icing accumulations are dangerous and the aircraft you are familiar with can suddenly become a strange and unpredictable beast.

CONNECTICUT NEWSLETTER

### ETV NAVIGATION AND WEATHER COURSE SCHEDULED

During April and May 1974 the state of South Carolina pioneered a closed-circuit television program across the state with a unique "talk-back" capability aimed at pilot education. The average attendance was more than 500 for each of four succeeding Tuesday nights.

The results of a critique of those attending the seminars indicated that Aviation Weather received the most requests and navigation was next. Accordingly, the South Carolina Aeronautics Commission has arranged for the AOPA Air Safety Foundation to conduct two of the three seminars on "Aviation Weather" taught by Don Sundin and Dave Sands, and the third one on "Navigation" by Fred Begy, Chief Ground Instructor for Midlands Aviation Corporation in Columbia.

The three presentations will be held on January 7, 14, and 21, 1975, from 7:30 P.M. until 10:30 P.M. Your early registration at one of the centers is recommended.

The seminars are sponsored by the South Carolina Aeronautics Commission and the State Board for Technical and Comprehensive Education in cooperation with the Federal Aviation Administration and through the facilities of the South Carolina ETV.

### BREAKFAST CLUB NEWS

*The December 1 meeting of the South Carolina Breakfast Club was held at the Greenville-Spartanburg Jet Port with Stevens Aviation hosting the club for breakfast.*

*No meeting dates have been set for the rest of December or January as of the date of this publication.*



## AIRCRAFT ACCIDENTS

The following report is from Frank Kelley, Accident Prevention Specialist Columbia GADO.

Our records indicate that the accident rate for South Carolina, both total and fatal, has shown a decline since the Accident Prevention Program was inaugurated. The total accident rate (per 1000 aircraft registered in the state) shows an average of 28 accident per year for the first three years of the program compared to 44 for the previous three years and the fatal rate was 2.97, compared to the previous three years of 5.06. The national rate for the same period shows: Total accidents 43 down to 28, and the fatal rate 5.23 down to 4.08.

The above information indicates that the record of South Carolina based pilots compares favorably with that of the nation and all of you share in this accomplishment. Whether we succeed or fail depends upon all of us. There is no doubt that we can improve our record by increasing our knowledge and skill and the use of good judgement.

One man's formula for safety:

1. Get proper training,
2. Follow instructions, and
3. Operate machines and equipment in a manner for which they were designed.

Think about that!

## MECHANIC SAFETY AWARDS

We cannot overemphasize the mechanic's role in aviation safety. He should be recognized as a vital link and not just part of the silent majority making aviation tick. Remember, no matter how proficient the pilot is, the aircraft does not fly unless it is mechanically correct. These men need your help to be recognized. Applications to be used for recommending mechanics for the 1974 Aviation Safety Awards Program are available from the FAA Gen. Aviation District office in Columbia. Let's make the program a success. Send in your nomination no later than December 31, 1974.

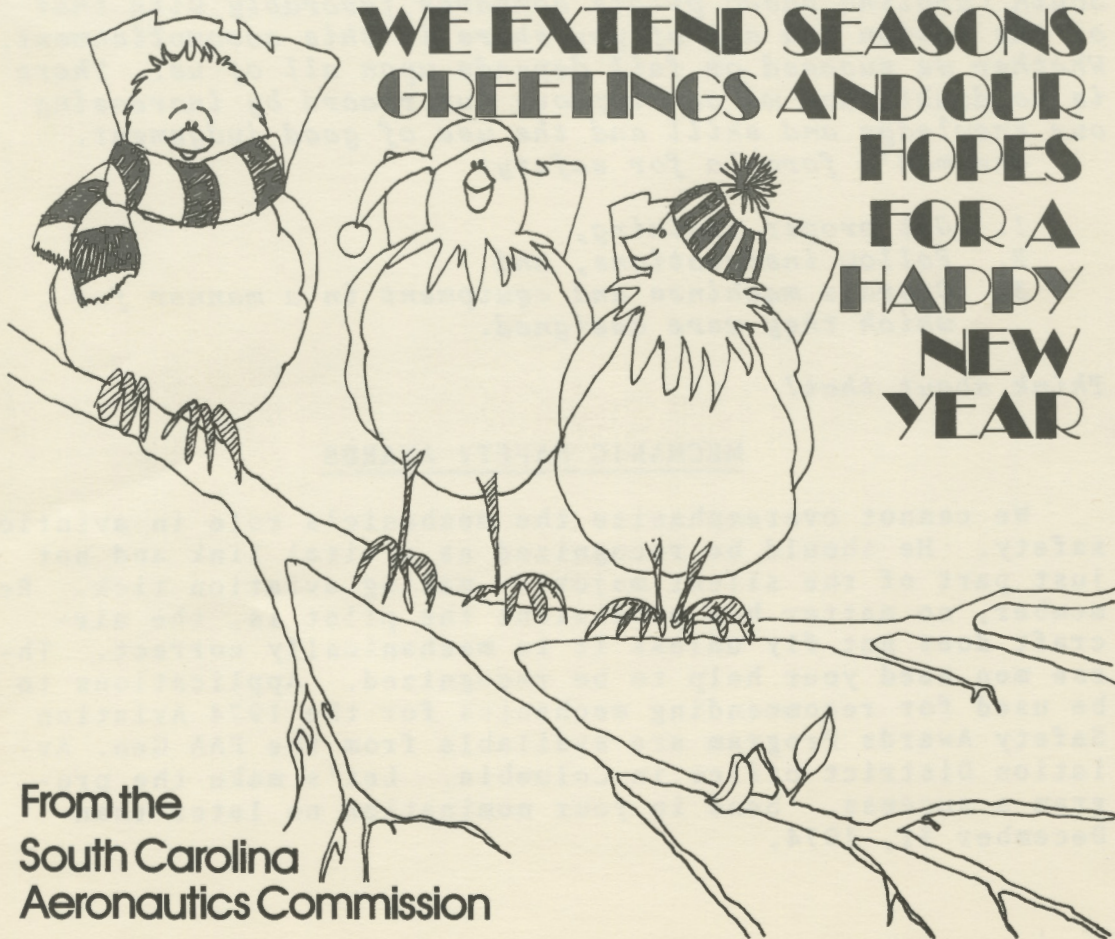


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**TO ALL OF OUR FELLOW FLYERS:  
WE EXTEND SEASONS  
GREETINGS AND OUR  
HOPES  
FOR A  
HAPPY  
NEW  
YEAR**



From the  
South Carolina  
Aeronautics Commission